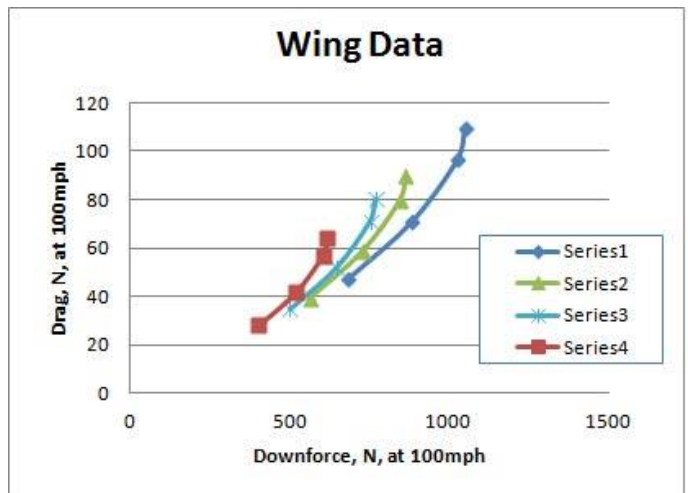
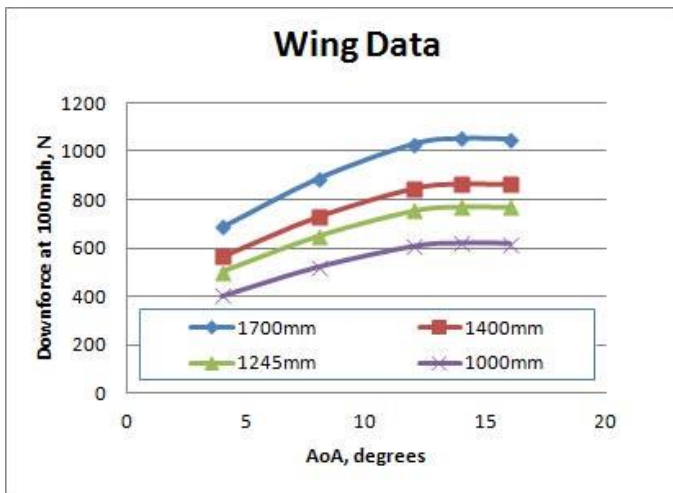


UNIVERSAL 300MM CHORD CARBON REAR WING

The 1700mm data given was produced by Ansys CFD-Flo software, all other widths have been calculated only using the wing width approximation formula found in our FAQ document. Designed for Reverie Ltd. by aerodynamics writer and designer Simon McBeath (author of Competition Car Aerodynamics) and analysed using Ansys CFD-Flo software. Data and images generated by the CFD software are displayed below. The wing profile was designed to give a range of downforce levels from moderate to reasonably high, depending on the deployed angle of attack and chosen span, with very good efficiency in terms of downforce to drag ratio.

*** Data marked in red show that the wing has either stalled or was close to stalling and has been omitted from the graphs ***

	1000mm Wingspan				1245mm Wingspan			
AoA	Downforce (N)	Drag (N)	L/D	BHP Absorbed	Downforce (N)	Drag (N)	L/D	BHP Absorbed
4	403	28	14.4	1.7	502	34.8	14.4	2.1
8	521	42	12.5	2.5	649	52.1	12.5	3.1
12	605	57	10.6	3.4	754	71	10.6	4.2
14	619	64	9.6	3.8	770	80.1	9.6	4.8
16	617	76	8.3	4.4	769	92.8	8.3	5.5
	1400mm Wingspan				1700mm Wingspan			
AoA	Downforce (N)	Drag (N)	L/D	BHP Absorbed	Downforce (N)	Drag (N)	L/D	BHP Absorbed
4	564	39	14.4	2.3	685	48	14.4	2.8
8	730	59	12.5	3.5	886	71	12.5	4.2
12	847	80	10.6	4.8	1029	97	10.6	5.8
14	866	90	9.6	5.4	1052	109	9.6	6.5
16	864	1.4	8.3	6.2	1050	127	8.3	7.6



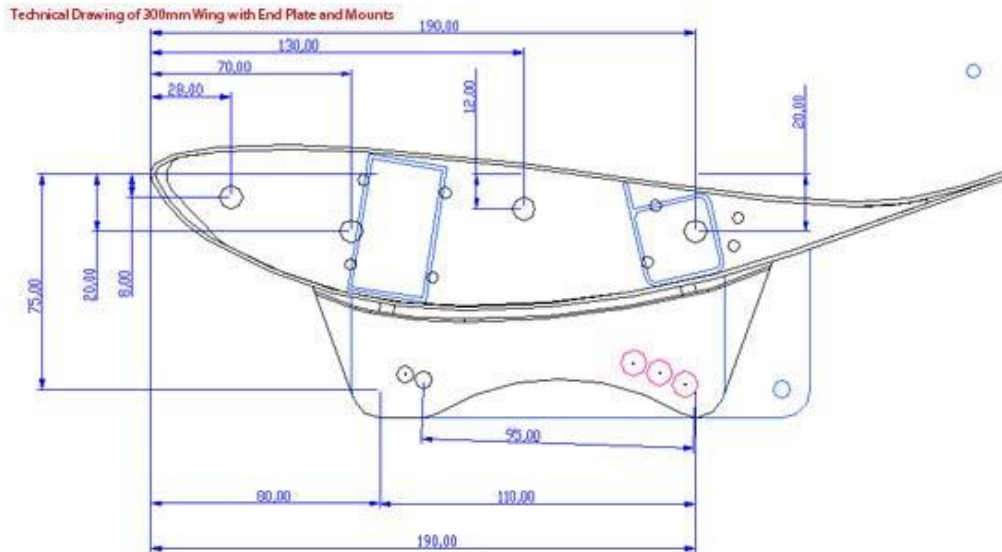
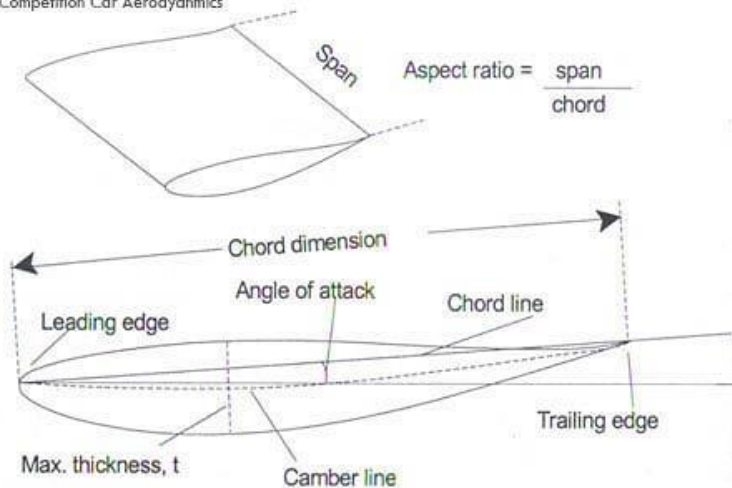


Figure 5-1 Wing terminology.

Image courtesy of Simon McBeath
Competition Car Aerodynamics



ORDERING INFORMATION

The wings feature internal longitudinal stringers and end spars with 4x M5 threaded inserts for mounting between supports or for affixing end plates. The wing comes supplied with support tabs, rivets and adhesive for post or pillar mounting. Alternatively the end plates can be removed & the wing mounted between wing uprights. Also specify any special end-mount fixing details when ordering.

You may also like to order the optional 5mm or 10mm high gurney flaps. These can improve the lift / drag performance and reduce the onset of stall at higher angles of attack. These can be bonded on with adhesive or in some cases a high strength double-sided tape with suitable surface preparation. These can be purchased at a later date if required. Replacement end plates are also available separately.